

SPIRIT OF THE TIMES.

Tuesday, March 23, 1853.

R. LEITCH AND W. F. COLE, Editors.

A. L. LEITCH, a student of the law, is a member of the Ohio bar, and is now in the city of New York, where he is engaged in the study of the law. He is a native of Ohio, and is a member of the Ohio bar.

STATE ELECTION.

Election Tuesday, Oct. 10, 1853.

FOR GOVERNOR.

WILLIAM MEDILL, of Fairfield.

LEITCH, of Athens.

WILLIAM TRIMBLE, of Franklin.

JOHN C. BEECHER, of Seneca.

THOMAS W. BARTINE, of Richland.

GEORGE W. MCGONK, of Jefferson.

WAYNE GILLESPIE, of Pickaway.

THE RIVER ROAD.

The road along the Ohio River, which

forms a circle extending nearly half

way around Lawrence County, is for the

principal part of the time, taking one

year with another, in an unsafe and im-

practicable condition, for the transit of

common wagons, even in the day-time

much less in the night. Such has been,

for the last six or seven years, and such

now is the condition of this road.

We do not presume to dictate as to what

should be done for the improvement of

this important highway, but as citizens

having a common interest in the matter,

we merely speak our own sentiments,

and give expression to what we believe

to be the opinion of the people of this

county. We have travelled over this road

at all seasons of the year, both in the

day time, and at night, and we believe

that all who are acquainted with its present

condition, will unite with us in saying

that it is very difficult to keep it up in

any tolerable condition, where it now

runs. The continual washing away,

and caving in of the banks of the river,

make it impracticable, in fact, one would

suppose, in travelling over this road,

and seeing the narrow passages in some

places, of not more than seven feet, be-

tween a fence and the verge of the bank

of the river, and in following the tortu-

ous windings of the road, and the steep

pitches at each end of its numerous bridges,

which in the night are but so many

death traps, and pit falls, that the in-

habitants had abandoned in utter

despair of being able to keep up. In this

present condition it is a shame, and bur-

lesque on this county, which is more

notorious for its bad roads and bridges,

than any other county on the southern

border of the State.

Good wagon roads on which people

can travel with security, at all hours

and seasons, are of far greater utility

than any other mode of conveyance.

They facilitate social intercourse, be-

sides, as a matter of economy, it is

poor policy for the farmer, who ordinarily

keeps horses and vehicles, when he wishes

to go a few miles from home, to pay

his fare on a steamboat, and leave his

horses at home.

The inhabitants along the river, are

not as a general thing deficient in enter-

prise, they have built and navigated a

great many steamboats and other water

craft. Among them are enterprising

merchants, and some of the best class

of farmers, yet they are without a road

on which they can travel ten miles, any-

where in a carriage, even to visit a friend

in safety.

We often hear this matter spoken of

by citizens along the river, and we

have heard but one opinion, which is,

that the road should be raised, and for

most of the way laid back. In many

places the most eligible location for the

road will be on the second rise or ridge

along the bottom land, while in other

places it should go to the hill.

We are well satisfied that a road on

the river bank, except in a few places,

can never be kept up, because the banks

are constantly caving, and so many more

bridges are required than would be ne-

cessary if the road was placed back,

There are many buildings in this town

which produce unpleasant sensations in

the mind of him who has a true percep-

tion of proportion, form and beauty,

while the buildings themselves are un-

satisfactory, and will not command so high

a price as others will, that have been

after correct models. If we consult no-

thing but animal comfort in building,

we may do that as effectively by build-

ing the walls of our houses with logs,

as we can by building them of brick, or

of stone. But we hold that the sense of

sight, has as much right to a pleasurable

gratification, as any other, and that an

elegant exterior to a building is quite

as much to be desired, as an elegant in-

terior. Again, it is more unselfish, be-

cause the outside of a house is for every

one to look upon, while none but in-

vited guests see the inside.

We shall be gratified to see those of

our neighbors who are about to engage

in building, procure well matured plans,

formed with due regard to both con-

venience and beauty. However, we pre-

sume that every man will build about

as he pleases, without regard to our

suggestions, consulting no one but his

wife. Neither do we presume that the

Town Council will direct that no wood

buildings shall be put up south of Sixth

street.

About a dwelling house, room for

shade trees is very essential, but owing

to the unusually small size of our town

lots, they being about 44 by 132 feet,

shade trees are a luxury that those who

own but one lot, will be obliged to

forego.

There is a good deal of land adjoining

this village, that may yet be laid off in

lots, and when that comes to be done,

we hope to see a more liberal scale for

size adopted, than that which prevailed

in laying off the lots embraced in the

present plat. Whoever builds on a mil-

lity lot, is liable to have his light as well

as his view, obstructed by adjacent

buildings.

"WHIG TICKET."

In several of our exchanges, under the

above familiar cognomen, we note the

names of the Candidates nominated at

Columbus on the 22d of February, for the

various State offices to be filled at the

next annual election. The Convention

that nominated these candidates,

dropped the name "Whig," and christen-

ed their party "National conservatives."

Do these efforts intend to regulate the

name given to their party by authority

of its chiefs, in a regular state conven-

tion?

We think the new name is in good

taste and keeping with the party, which

is eminently "conservative" in all its

doings.

We extract from the N. Y. Evening

Post, the oldest, and one of the ablest

democratic papers in the union, the fol-

lowing sketch of the history of the ac-

making provision for the survey of the

great highway of the American Con-

tinent.

The high compliment paid to Sena-

tor Chase is well deserved, his speech

on the subject is a State-man-like docu-

ment, demonstrating the folly of making

large appropriations of money, for build-

ing this road which will cost from one

to two hundred millions of dollars be-

fore making the survey and location of

the route. Great as is the interest felt

by the people in the construction of this

great work, we are satisfied that they

will not willingly consent to see the

public lands given to all its builders.

The scheme brought forward by the

committee on the subject, is an appropria-

tion of fifteen millions of acres of

land, as well as twenty millions of dol-

lars, to commence operations. It was

the parliamentary skill of Mr. Chase,

seconded by Richard Brodhead of

Pennsylvania, that defeated this scheme

briefly to stake out the lines for the fu-

ture historian, that neither more nor

less than justice may be done to those

who have participated in the delibera-

tions which promise such momentous re-

sults.

Early in the last session of the last

Congress, Senator Gwin prepared a bill

which he introduced without the sanc-

tion of any committee, and asked to

have it made a special order for a cer-

tain day. After some debate it was laid

upon the table, and another bill making

provision for an emigrant route was

made the special order, to which Mr.

Gwin gave notice that he should move

his bill as an amendment.

By this arrangement Mr. Gwin's bill

was removed from the consideration of

the Committee on Roads and Canals,

consisting of Messrs. Bright of Indiana,

Douglas of Illinois, Chase of Ohio, Ad-

ams of Mississippi, and Sprague of Dela-

ware. It is doing the parties interested

in withdrawing Gwin's bill from this

committee, no injustice to say, that they

did not wish it to be under the control of

a committee, a majority of which was

from the northwest. The whole struggle

of the session was to secure a southern

route.

When the Emigrant Route bill came

up, Mr. Gwin moved his bill as a substi-

tute, and it was accepted as such. Mr.

Chase then moved an amendment, the

effect of which was to strike out the last

dozen branch roads provided for in Mr.

Gwin's bill, and to provide for a single

road with an eastern terminus on the

Missouri river. Several days' debate

followed.

Pending this amendment of Mr. Chase

a select committee was appointed, con-

sisting of Messrs. Rusk of Texas, Gwin

of California, Dodge of Iowa, Davis

of Massachusetts, and another not now

recollected, to which was referred a bill

and a memorial relating to the railroad,

for the purpose of giving jurisdiction over

the subject. The committee reported a

bill providing for a single road, to be

constructed by a corporation, aided by

a grant of alternate sections to the

quantity of about fifteen millions of acres

and by the advance of twenty millions

of dollars in government bonds. The

determination of all questions relating

to the route, termini, the contract for

construction, and the organization of the

association or corporation were left to

the President.

This bill encountered strenuous opposi-